

# ***CONTINGENCY PLANNING of AIR NAVIGATION SERVICES***

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**Round table discussion on your inputs  
and Lessons learned from SASI 2008 ...**

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**[http://www.eurocontrol.int/ses/public/standard\\_page/sk\\_sesis\\_guidelines.html](http://www.eurocontrol.int/ses/public/standard_page/sk_sesis_guidelines.html)**

- **Policy or Statement of Intent covering ANS Contingency Planning?**
- **Cover Emergency/Fallback/De-graded modes of operation only, or also includes Service Continuity?**
- **ANS contingency arrangements set within an Operational Concept for Contingency?**
- **Process ?**

# Your inputs

Policy  
on  
Contingency



Operational  
Concept  
for Contingency

Policy and Operation concept

Emergency & Degraded modes  
for most of you

State Civil & Military  
Authorities

ANSP

Airports

Mixed situation  
Different processes

Airspace Users

## Lessons learned from SASI 2008

- **How ATM Contingency Planning is conducted in your State ?**
- **What is impeding Contingency process from happening?**

## How ATM Contingency Planning is conducted in your State ?

**Are Airspace Users consulted in the definition of Contingency plans?**

Most of you: NO.

Only the ANSP and the Regulator/NSA

**What does your regulator require?**

In accordance with ANS certification process, plans for emergency

If a catastrophic outage, closure of airspace

NSA “instructed” to have plans for Service continuity of En-route airspace after 48 hours”



## What is impeding Contingency process from happening?



***“CAA’s probable lack of resources ..”***

***“Lack of competent human resources”***

***“Limited availability of experienced resources within the organisations”***

***“not yet required by regulations (e.g. non-EU state)”***

***“No real awareness of the importance of Contingency Planning...”***

***“No proper consultation”***



## What is impeding Contingency process from happening?

### **Requirements unclear:**

- ***what contingencies to plan for ?***
- ***what are the minimum service levels to restore?***
- ***and how soon ?***



### ***Only "local" contingency planning***

- ***(i.e. major national and regional airports in the country)...***

### ***Uncertainty about:***

- ***Relations between corporate, national, regional and international (FAB) contingency requirements***
- ***How they should be prioritised?***

## Your inputs

- **What is right with your ATM Contingency Plans?**
- **What is to be improved with your ATM Contingency Plans?**

This is **RIGHT**

Simple and efficient ATM procedures

Parts of the SOPs, staff is aware

Ensure safe, efficient and smooth traffic

Good to recover unforeseen contingency operations  
Adequate training

Users friendly

## This can be IMPROVED

Only partial. More global approach needed

Lack one document on what has been developed locally

Lacks one stand-alone Operational concept /  
Contingency document

Need Better visibility to all players

Limited to our situation and needs  
Not at level of EUROCONTROL “standards \*”

\* These are not standard but guidelines

## Lessons learned from SASI 2008

- **What is right with your ATM Contingency Plans?**
- **What is to be improved with your ATM Contingency Plans?**

# What is right with your ATM Contingency Plans?

*“ Descriptions of the actions in case of technical failure.”*

*“ Contingency/emergency plans are pragmatic in nature.”*

*“Detailed technical risk analyses...”*

*“widely describes what to do in case of technical failure.”*



*“ Clear the sky” plans for immediate action on degraded mode of operation are in place ...”*

*“ Plans for degradation of parts of the system (for service continuity) are in place*

***BUT in the unlikely event of a complete loss of an ACC unit, the regulatory situation today means that we will close the airspace ...”***



## What is to be improved with your ATM Contingency Plans?

“...Some possible situations are not fully covered yet...”

« ...

- Available plans presently **do not reflect the needs of all stakeholders.**
- Can be improved by establishing a **structure of coordination, cooperation and consultation between stakeholders ..**
- Should help to clarify the **contingency requirements, the financial implications and the associated responsibilities.”**

“ **No clear targets/requirements** for Service Continuity for transit traffic.”

« ...

- Available plans focus primarily on Air Traffic Services.
- Needs to be improved by also considering CNS, MET and Aeronautical Information services...”

## What is to be improved with your ATM Contingency Plans?



« **We close the airspace** if a total loss of unit incident happens...

To improve this, **we need a plan for establishing an aiding unit.**



“ *Most important deficiency of our contingency plan, is **limited solution for evacuation case...***”

**But:**

- *No transfer control of the airspace to other units is allowed,*
- *No move of our controllers to another unit, operating on non-familiar ATM systems*  
..”

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**SASI Workshop**

**Contingency Planning**

**... Round table discussion**

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